

MONTANA AERONAUTICS COMMISSION



Volume 16 No. 10

October, 1965

NATIONAL AIRPORT SURVEY NOW UNDERWAY

by James H. Monger,
Assistant Director

After analyzing recent attempts by the Administration and Congress, to reduce fiscal 1967 appropriations to \$62.5 million, and observing the apathy on the part of many county and city officials who are more interested in the huge sums being allocated for Urban Renewal, Highways, Job Corps, etc.—the three Associations; National Association of State Aviation Officials, Airport Operators Council and American Association of Airport Executives have unanimously concluded that an attempt may be made to drastically reduce or entirely discontinue the FAAP program unless interested organizations and airport managers are able to **demonstrate** a need for further airport development, and the need for additional FAAP funds beyond June 30, 1966.

It is generally agreed that airport people haven't done a good job of public relations and education—talk too much about lengthening runways instead of benefits to the public, faster air transportation, air mail and cargo etc. Bureau of the Budget is of the opinion that general aviation airports are not a public utility, and serve only a small

privileged group and that large airports are self-supporting.

Because of the attitude that prevails, it is felt that the FAAP program is in real danger, although the cost of one satellite "nose cone" or two interstate highway interchanges may cost more than the entire Federal share of the FAAP program.

In 1954, 1957 and 1961 the National Association of State Aviation Officials, the Airport Operators Council and the American Association of Airport Executives pooled their manpower and resources in conducting national airport surveys to determine the items of airport development that should be completed during the ensuing 4 year period—the estimated cost—and the estimated amount of State and local funds to be available for airport development during that period.

The three associations have again agreed to jointly conduct a similar national survey.

The Aeronautics Commission is the coordinator for this survey in Montana. The Airport Division has mailed out 82 survey questionnaires to airport managers throughout the state. The managers are urged to fill these out and return to this office before October 15, 1965. The total purpose of this survey is to show the deficiencies between the total funds required to develop an

airport and the funds available locally. The results of this survey will be an important piece of information to present to Congress as well as an accurate guide for the Aeronautics Commission loan program for the next four years.

We thank all airport managers for their help on the questionnaire.

BILLINGS AIR FAIR VIEWED BY OVER 20,000 PEOPLE

Viewers of the Air Fair held in Billings, September 18th and 19th described the whole show as **FANTASTIC**. The 1965 Fair is the 6th Annual Air Fair sponsored by the Billings Jaycees. The crowd thrilled to the Blue Angels, Don Pittman and the Sky Divers—they were completely entertained by, and interested in, the static displays, airplane rides and the Grand Opening of the Dispersal Site Detachment 1 of the 29th Fighter Squadron.

The attendance on Saturday was down as it was extremely "chilly", however, Sunday brought over 8000 paid admissions in addition to the out-of-the area viewers, for even the weather smiled warm and clear.

THE BLUE ANGELS fascinated the spectators with their one hour long performance in the F9F-8 Cougars

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**Official Monthly Publication
of the
MONTANA AERONAUTICS
COMMISSION**

**Box 1698
Helena, Montana**

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DIRECTORS COLUMN



Charles A. Lynch

EXCLUSIVITY

The average good businessman, whether it be a general aviation operation, dry goods sales or wholesale beer, needs in addition to his own business ability and judgment, two items available in the proposed operating area before entering into such a business. One of these items is space, a location suitable for the operation, the other is a market, an "economic probability" that such a business properly managed can be a success. These two items are based solely on the general conditions, geographically and economically, of the area involved.

The business ability and judgment, of course, are up to the businessman himself. The availability of adequate personnel and the extent of his capital investment and facilities are also items of his better judgment.

The space, however, and the economic opportunity for success is a condition provided by the community. As this applies to a general aviation operation it means suitable operating space or area for the construction of a proper facility on an airport and a community or area with a sufficient justifiable need for air transportation to conduct an opera-

tion to the extent that the businessman wishes to operate at a reasonable margin of profit.

No airport operation in any community can be successful and good for the community who owns and administers the airport operation for the businessman, general aviation or airline doing business on the airport and to the advantage of the traveling public who prefers to use air transportation, unless there is "economic health" to a reasonable degree in all segments of the association.

As this applies to leases, rents and operations on an airport, it is not to the advantage of the general public unless this economic balance is maintained. It is obviously not a good condition wherein aircraft operations conducted off the airport are experiencing a substantial margin of profit, while at the same time the airport authority or community that administers the airport is going begging for sufficient funds to maintain the airport in anywhere a safe or decent condition for operations. On the other hand a reversal of this condition, wherein the aviation businessmen on the airport are suffering hardships, unable to make a profit, while at the same time paying heavier than necessary fees for the privilege of operations off the airport, creates another condition which is just as detrimental to the safety and convenience of the traveling public.

It therefore becomes apparent that some other criteria, other than available space, should be established by the airport authorities to determine the acceptability of entering into additional lease agreements with additional aviation operations on any given airport in relation to the "economic probability" that such other businesses can survive in the community.

It is a well known fact that for some reason or other, each year sees foolish businessmen enter into a new venture, a new business, under conditions that indicate that the probability of financial success is minimal. In recent times it has been imperative that airport boards, commissions or authorities seeking assistance from the Federal Government under the Federal Airport Aid Program must not in any manner extend an exclusivity to any of the leases governing operations of any sort off their airport. The probability is that this non-exclusivity

feature will be extended to apply to all airports who have participated under the Surplus Property Disposal Programs for airport equipment, even though such airport may never have participated in federal funds under the Federal Airport Aid Program. Present interpretations of this law relative to the non-exclusivity features of leases written on any given airport have been interpreted to mean that if space is available and an applicant asks for a lease to operate on an airport, then such a lease must be written.

All too frequently when administrators of an airport have approached the Federal Aviation Agency for clarification as to what methods may be used to restrict, to a degree, an over population condition of general aviation operators on a given airport, they have been advised that the only recourse available to them is through a limitation of building area on the airport or through a demanded level of investment relative to the capital outlay from the proposed businessman.

The net result, therefore, is that the abundance of proposed operations on an airport may be controlled only by "land" or "investment".

Frequently, therefore, the airport administrator is forced to use as a rule of thumb the investment level of the already existing operator as a minimum requirement for any new operators attempting to enter business on that particular airport. The logic behind this act is as foolish as to say that the service station operator must have an investment equal to the wholesale beer distributor. Because of the fact that this criteria assumes that the second businessman wants to enter into an operation identical to the first businessman. I therefore ask here—what about the businessman who wants to establish and operate to the best of his ability and judgment only an electronics repair and installation business—or the man who wants to enter business solely on the basis of running a mechanical shop for aircraft of the light twin category on down? These men are in no way interested in entering into a lease that requires them to conduct a flight school, a charter business or a sales and service outlet for new and used aircraft. At the same time there is the probability that numerous operators who are highly interested and qualified in conducting a first class flight

school and charter service would, through good business arrangements, with brother operators not be in the least interested in conducting a general aviation shop or an electronics repair facility.

On the other hand, there are numerous operators on numerous airports who do conduct a charter service, but may be limited to a maximum of three to five aircraft available for charter in a community that could conceivably support ten charter aircraft. By a quick mathematical analysis this would indicate that such a community would support two such charter operators. On the other hand—what is the answer in a situation whereby there are five such proposed operators all desiring to do business on the one airport with a total of 20 to 25 charter aircraft—or how about the other condition whereby the first operator has available ten charter aircraft to begin with?

At this point two big questions arise. Number one—if the community will support more charter aircraft, why not permit it to exist and, number two—if the community will not economically justify more charter aircraft, why permit it to exist?

It is the contention of the author therefore that neither land or investment is as important a criteria for the establishment of a general aviation business on an airport as is the one item of economic justification.

At this point I anticipate the argument, however, how about the poor operator or the poor businessman who is doing business on an exclusive basis at an airport facility adjacent to a community that will very obviously support a much larger operation?

My contention is that such a condition can be proven. It can be proven with evidence and can be submitted in public hearing in such a manner that no party is abused. Very obviously in an area where there is a good aviation business operation in progress with the possible exception that his shop facility may be rather small and inadequate for the extent of business available and a second party wishes to open only a shop operation, the airport administrator should be free to enter into a lease agreement with the second operator for the privilege of conducting only a shop operation, if that is the desire of the second

operator. Very obviously, therefore, the second operator should not be required to make the heavy capital investment in both buildings and equipment that the first operator may have previously made.

To force an airport authority to establish a minimum investment level for successive operators is obviously a foolish move when it is a recognized fact today that general aviation operations have taken on such a wide and diversified field as a manner of doing business.

The big question now comes up "Who shall establish the economic criteria for the justification of additional general aviation operations on any given airport?" I feel the answer to this is obvious. Not the Federal Aviation Agency, not the State Aviation Division, but the administrator of the airport be it the Airport Board, the Commission, the Airport Authority, the City Council or the Board of County Commissioners.

With some considerable work and effort and the feeling to deviate from the present existing very narrow guideline system established by the agency, such a criteria can be established for the improvement of the economic health of the entire industry.

NORTHWEST ORIENT AIRLINES SEEKING ADDITIONAL STEWARDESS, PILOTS AND AGENTS

Northwest Orient Airlines announced today it has a number of job openings for additional pilots, stewardesses, transportation agents and reservations sales agents.

R. A. Ebert, vice president-personnel for the major domestic and international air carrier, said job openings have been created through Northwest's continuing expansion of fan-jet schedules across the United States and overseas to Alaska, Hawaii and the Far East.

"We have available a number of positions in all these categories of employment in which young, qualified men and women may begin an interesting, satisfying and useful career in air transportation," Ebert said. "New pilots and stewardesses will be based in Minneapolis-St. Paul, Seattle-Tacoma or, in the case of stewardesses, in Washington, D.C., as well. Ground positions are

open at a number of cities across the United States."

In order to qualify as pilot candidates, men must be between 21 and 27 years of age, be between 5 feet 10 and 6 feet 3 inches in height and possess a commercial pilots license with an instrument rating.

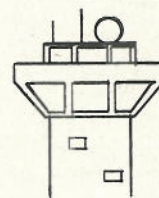
Stewardess applicants must be between 5 feet 2 and 5 feet 9 inches tall, with weight in proportion. Although girls wearing glasses may not qualify, contact lenses are acceptable. Age at the start of training must be from 20 to 26.

Transportation agents, who wait on the public at airport ticket counters and perform similar ground operational tasks, must be at least 19 years old, high school graduates and have some college or previous business experience.

Reservations sales agents, who staff Northwest's reservations offices across the nation and arrange for passengers' air travel accommodations, have the same qualifications as transportation agents.

"Northwest provides specialized training for new employees, at company expense, at the airline's training center in its Minneapolis-St. Paul headquarters," Ebert said.

Information as to positions at Northwest can be obtained through writing or calling the Director of Employment, Northwest Airlines, Inc., Minneapolis-St. Paul International Airport, Minnesota or your local Northwest Station.



TOWER

OPERATIONS

MONTANA TOWER CONTROLLED AIRPORT OPERATIONS

August, 1965

	Total Operations	Instrument Operations
Billings	10,152	897
Great Falls	9,736	716
Missoula	6,172	211
Helena	4,011	81

FOR SALE: Stinson Voyager—150 h.p. with aeromatic—550 hrs. SMOH—1530 hrs. TT—Superhomer—Gyro horizon—Turn and bank—Fresh annual—Original interior, like new—Clean and in excellent condition. Contact: C. Atlas, 844 Ninth Avenue, Helena. Phone 442-2964 after 5:00 p.m.

BILLINGS AIR FAIR

Continued from Page 1

and F 11 A Tigers. Consisting of 8 pilots and 50 enlisted personnel the Navy's Flight Demonstration Team demonstrated precision techniques and maneuvers beyond description. Four of the pilots fly diamond formation while two pilots fly solo as maximum performance demonstrators—the seventh pilot is Public Information Officer and gives an excellent, descriptive narration during the aerial demonstration—Pilot number eight is in charge of the 50 man maintenance crew and pilots the Blue Angels C-54 Transport.

Of added interest to Montanans and particularly in the Billings area was the appearance of Billings native, Lieutenant Bob McDonough—Bob makes his permanent home in Billings, attended Eastern Montana College prior to entering flight training in 1956. He holds three Battle Efficiency Awards and served as a Crusader Flight Instructor. Bob reported to duty with the Blue Angels in December 1963.



Lt. Bob McDonough of Billings. Bob flies Right Wing - Plane Number 2.

(Side Note:) The men that comprise the Blue Angel Team are on the road 9 months of the year and average 20 days per month away from their homes. In addition to appearances, hours and hours of practice are necessary to maintain the high degree of precision with which they perform.

DON PITTMAN—demonstrated incredible aerobatic maneuvers in his specially designed Pit Special—His craft is stressed for 12 Gs and capable of speeds up to 250 miles per hour. Pittman executes his many maneuvers at 500 ft. or less and particularly outstanding are his "Flip-Flops" and one violent snap maneuver called the "Backlash."



Blue Angels in Formation

STATIC DISPLAY, including Military, Commercial and Private Aircraft was the largest ever to be shown in Montana. Included in the **MILITARY** were Helicopters—E2 Hawkeye—A Sub-Hunter Radar equipped modified C 54—World War II P-51; L-19 and L-20's. In the **COMMERCIAL** category was Northwest's 707-320 C, convertible passenger-cargo airliner - fan-jet. Exhibited by Cessna, Beech, Piper, Mooney, were all the very latest models in single engine and light twins; Hughes Helicopters and a Model 18A Gyro Copter. **PRIVATE** aircraft included amateur built—experimental and antiques, including a 4 place Cougar—modified Baby Ace—Byplanes and a Waco.

CONGRATULATIONS are certainly extended to the Billings Jaycees, Jack Slight, General Chairman of the Air Fair; Jim Hurry, club President and their committees for presentation of this fine show—Unlimited **APPLAUSE** to all the participants.

JORDAN DEDICATION CANCELLED

Due to the inclement weather, construction of the Jordan airport has not been completed. Dedication is indefinitely postponed.

PILOTS: Check your notams on the Jordan Airport—it is closed to traffic at the present time.



CALENDAR

October 1-3, Billings—Annual Montana Flying Farmers and Ranchers convention, Holiday Inn.

October 2, Grand Haven, Michigan—The 10th Annual Michigan Small Race conducted in cooperation with the Michigan State Dept. of Aeronautics and sponsored by the Michigan chapter of Ninety-nines, International Organization of Licensed Women Pilots, will be held at Grand Haven Memorial Park.

October 11-13, Norman, Oklahoma—The National Airports Conference to be held at University of Oklahoma and the American Association of Airport Executives with the active support of the FAA. Persons in all segments of the Aviation Industry, should endeavor to participate in this national conference.

October 13, Helena—Regular monthly meeting, Montana Aeronautics Commission.

December 31—Closing date for the Annual FAA Aviation Mechanic Safety Awards Program for 1965.

There's lovin' whiskey and fightin' whiskey; laughin' whiskey and cryin' whiskey; but there's just **not** any flyin' whiskey.

A CASE IN POINT

by Charles A. Smith
Commission Attorney

"AERIAL SPRAYING—NEGLIGENCE"

In a recent Texas case, the plaintiff sued defendant for damage occasioned to his cotton crop by defendant's alleged negligent aerial spraying. Among the grounds of negligence urged by plaintiff was that of improper mixing of the poison used, the spraying of a hormone herbicide at the time when the wind was blowing at such velocity as to permit the spray mist to drift onto plaintiff's cotton six to eight miles away and failure to follow the prevailing customs of the industry in aerial spraying.

Defendant's aerial spraying was conducted for the purpose of killing sunflowers and cockleburrs on a nearby ranch. Shortly thereafter, six to eight miles Northeast of where the spraying was done, the plaintiff noticed something peculiar about the leaves, blooms and small bolls on his cotton that seemed to adversely affect its normal development was caused by some sort of chemical. On the dates of the spraying 52½ gallons of 2, 4-D, known as Esteron Ten-Ten, was furnished by Aerial Sprayers plus an underdetermined amount of 2, 4-D called Weed-On furnished by an experiment station, all of which was mixed with Diesel Oil to make four gallons of spray for each acre.

Introducing into evidence as part of the record in this case, without objections was a label from Esteron Ten-Ten giving full directions and warning of the use of the chemical. The evidence indicates the amount or strength of the killing ingredients necessary to produce an effective kill depends in part on the state of growth of the vegetation, the type of plant to be destroyed, and the weather conditions at the time of the application. It also shows that dosages as low as ¼ pint per acre will kill young, tender growth. An expert testified that if he was spraying for heavily infested weeds he would use a pint to the acre of 2, 4-D. Additionally, the warning on the label introduced in evidence says, "Do not apply Esteron Ten-Ten directly to or otherwise permit it to come in contact with . . . Cotton or other desirable plants which are sensitive to 2, 4-D and its formulation, and do not permit spray mist

containing it to drift on to them, since even minute quantities of the spray may cause injury during both growing and dormant periods." The following warning on the label was dark heavy print: "Accordingly applications by airplane, ground rigs and hand dispensers should be carried out only when there is no hazard from drift. Do not apply by airplane in the vicinity of cotton, grapes or other desirable 2, 4-D susceptible vegetation."

Evidence was also uncontradicted that the defendant was poisoning sunflowers and cockleburrs, tough wooded plants, at a time of the year when they would naturally be in an advanced state of growth, thus requiring a heavier application of chemical than when young and tender. In addition, the defendant knew there were cotton fields 6 to 8 miles from the location of his spraying activities and that he was fully conscious of the fact that 2, 4-D was harmful to growing cotton. The velocity of the wind on the date the aerial spraying activities were conducted, varied from 10 to 20 miles an hour from the Southwest. Defendant further testified that he finally had to terminate spraying activities on the day in question because of the high velocity of the wind.

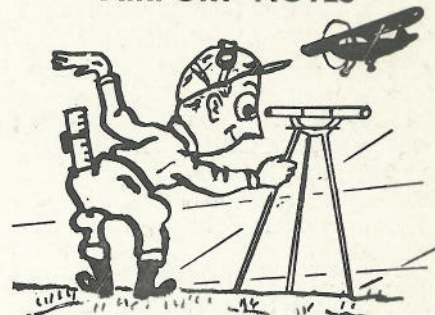
The trial court found that the evidence was sufficient for implied findings to the effect that the herbicides loosed by the aerial spraying on the ranch on the day in question, drifted onto the cotton crops of the plaintiff; that defendant was negligent in spraying herbicides of the strength used at a time when the wind was blowing at such a velocity as to permit such spray to drift upon plaintiff's cotton, and that such negligence was the approximate cause of the damages complained about. Thus, the defendant was liable for the damage to plaintiff's cotton crop. This ruling was affirmed by the Texas Court of Civil Appeals.

STATISTICS

61/37
43/17
50/20

	Accidents Total	Fatalities
1964 Total	61	37
'64 as of this date	43	17
'65 as of this date	50	20

AIRPORT NOTES



by James H. Monger

Assistant Director, Airports

Broadus. All land acquisition and legal problems have been taken care of for the new General Aviation Utility Airport for Powder River County at Broadus. Engineering has been complete for several months. Advertisement for bids is now underway and the bid opening will be at the Capitol, in Helena, in mid October. All interested contractors should obtain the plans and specifications from Wenzel Engineering, P.O. Box 2091, Great Falls, Montana. The new Broadus Airport will be located one half mile south of town and will have a NW/SE runway 3100' x 100'.

Benchmark. McLaughlin Construction Company of Great Falls is working vigorously on the new airport at Benchmark. This airport is located approximately 30 miles west of Augusta on the edge of the Bob Marshall Wilderness area. Timber clearing has been completed and grading is now underway. The airport will be completed next summer. This VFR airport is sponsored by the United States Forest Service through the FAA. The paved runway will be 6000' in length. The total airport cost is approximately \$350,000.

Rudyard. A meeting was called by the Rudyard Commercial Club on September 13 for the purpose of discussing a proposed airport for the town. In attendance were Director Lynch and Jim Monger of the Montana Aeronautics Commission, and Harold Ebaugh and Lyle Anderson of the Havre City County Airport Commission. The Rudyard Commercial Club officially asked the local airport board to apply to the Montana Aeronautics Commission for a new General Aviation Utility Airport. The Havre City County Board agreed and will present the matter to the Hill County Commissioners.

THE SHORTEST TIME BETWEEN TWO POINTS

AIR TAXI AND UNITED AIR LINES

Today, United DC-8 Jets carry you across the continent in just five short hours. . . with the widest choice of services ever offered air travelers transcontinentally. New Yorkers breakfast en route to San Francisco. . . attend meeting or conference. . . are back in New York in time for full night's rest. Provided they live in or near New York, conduct their business in or near San Francisco. . . or use fast, efficient Air Taxi for point-to-point air service all the way.

Experienced business travelers know the near-sonic speed of today's jets is frequently thwarted by slow-moving ground transportation.

One lost hour of connection time can slice 100 miles per hour off the speed of a traveler's coast-to-coast jet. When appointments are important. . . when key personnel must manage their time for maximum efficiency. . . Air Taxi can help.

That's why thousands of executives, salesmen and sportsmen fly all the way with Air Taxi. . . giving themselves more productive hours. . . more energy. . . less time away from their desks.

WHAT IS AIR TAXI?

National air taxi is Personalized transportation, operated by members of the National Air Taxi Conference under an Interline Agreement signed in 1954 with scheduled airlines. Fast, reliable light aircraft provide tailor-made service between major air terminals and outlying communities, as well as communities without scheduled air service. More than 7,000 airports not served by scheduled airlines are convenient to Air Taxi.

Air Taxi Operators are independent businessmen, playing a vital role in the growth and development of their community. In addition to regular Air Taxi service, many sell and lease aircraft, operate flying schools, contract flight services to corporations, and maintain business and private aircraft. Their air carrier certification is by the Federal Aviation Agency.

Air Taxi Pilots are experienced professionals. They must pass physical and proficiency examinations and hold current commercial

licenses of the Federal Aviation Agency.

Air Taxi Aircraft are modern, rugged, reliable. They bear famous names—Aero Commander, Beech, Bell, Cessna, de Havilland, Mooney, Piper and others. With a maximum take-off weight of 12,500 pounds, they range from two-passenger single-engine airplanes to twin-engine executive transports; include helicopters. Selection is made by operators to meet the needs of their customers.

Air Taxi Service and Maintenance. Trained, licensed technicians perform everything from routine checks to complete engine overhauls in accordance with prescribed FAA standards.

WHO USES AIR TAXI?

Men on the go. . . virtually anyone who puts a premium on productive-or pleasure-time at destination.

Executives "multiply" themselves visiting several locations in one day . . . making on-the-spot inspections . . . getting vital data and invaluable perspective by personal observation.

Salesman make more sales calls, can compound their commissions, keep valuable customers content.

Actors, statesmen, and other public figures cover more ground in a short time, make a succession of public appearances in the course of a single whirlwind tour.

Doctors use Air Taxi ambulance service. . . frequently it is the fastest, most comfortable method of moving patients safely to clinics, special hospitals.

Vacationers and Sports Enthusiasts enjoy weekend trips to off-line resorts—ski jaunts—sight-seeing by air. . . fishing and hunting at otherwise inaccessible lake and wilderness locations.

Shippers use air taxi to insure delivery of vitally needed parts—and expedite air freight. . . United Air Freight specialists can provide complete information on this vital service.

WHAT DOES AIR TAXI COST?

Charges are based on type of airplane and mileage flown between departure from and return to base. Where scheduled air taxi service is available, charges per passenger are published. In on-demand, or charter, service rates are for aircraft. Cost decreases sharply when there are several passengers—and when they

follow a circle-trip, or round-trip routing. Services and rates are listed in the OAG Travel Planner.

You can make as many stops as necessary with only a modest charge for waiting time.

Total Cost is the real consideration when comparing Air Taxi to ground transportation. For example, at \$10,000 annual Salary, one hour of lost time costs the employer \$12.50 or \$100 per day—at \$20,000 per year, \$25 an hour or \$200 daily.

The most important advantage of air taxi is its ability to multiply productive time for the busy executive salesman or engineer.

NEXT TIME YOU HAVE A TIGHT SCHEDULE. . . ONE THAT INCLUDES LENGTHY GROUND TRANSPORTATION, TRY AIR TAXI!

(Excerpts from a UNITED AIRLINES/AIR TAXI brochure.)

LAUREL FLYERS RAINED IN

Instead of a "Rain Out"—the Flying Farmers' Laurel picnic, on September 19th, was foiled by the inclement weather and turned into a "Rained-In" potluck picnic in the showroom of the Modern Chevrolet Company.

Guests were to have been Flying Farmers from throughout Montana, Wyoming and pilots from around the Laurel Area. A few drove in for the event and with the local participants approximately 30 attended and had one fine time.

GLENDIVA HANGAR HOLDS SUCCESSFUL AIR FAIR

Attendance was good and the show excellent at the Labor Day Air Fair sponsored by the Glendive MPA Hangar. The spectators were thrilled with the spectacular parachute jumps by Bob Hosfield of Glendive and Gary Worall of Miles City.

Mel Soare, Glendive Flying Service, took the honors for the Paper Cutting Event and Ed Siverts won the spot bombing event.

Airplane rides were available on a "family-rate" basis and a special addition of free rides were awarded to finders of 15 prize paper plates.

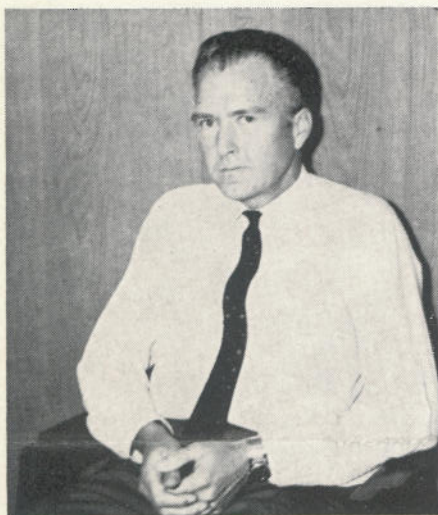
FOR SALE: Aeroca Sprayer. 108 Lycoming—Belly tank—Metalized—Tank truck and trailer. Price: \$2,500 takes everything. Contact: Morrison Flying Service, Helena. Phone 442-2190.

FAA ANNOUNCES PERSONNEL PROMOTIONS

KIESLING NAMED STATE AIRPORT ENGINEER AND PEARSON TO MINNEAPOLIS POSITION

Victor J. Kiesling has been named State Airport Engineer for the FAA's Helena office effective October 9th, 1965.

Mr. Kiesling, appointed Assistant District Airport Engineer in 1961, has been located in Helena since 1946. Vic is a registered professional engineer in the State of Montana.



Victor J. Kiesling

A native of Havre, and graduate of Montana State College, Vic received specialized training at the United States Aviation Cadet School. He served in World War II as an aircraft engineering officer and was employed by Boeing Aircraft Company before joining the Federal Aviation Agency.

Vic, his wife Gladys and their three children reside at 402 South Rodney in Helena.

Wesley R. Pearson, District Airport Engineer for the Helena office since 1961, left Montana on September 21st to assume his new position in Minneapolis, Minnesota. Wes, in FAA service for 23 years, will become Airport Program Manager for the Airport Branch of the FAA with his area covering North and South Dakota, Wisconsin, Minnesota and Montana.

Wes attended school and University in his native state of Oregon. His FAA occupational record is a "full one"—he served as airport en-

gineer in the Seattle Regional Office—Civil Engineer CAA (FAA) Federal Airways in the Los Angeles Regional Office—Airport Engineer, Seattle District Office—Assistant District Airport Engineer, Oakland, California, District Office before his Helena assignment.



Wesley R. Pearson

Wes was honored at a no-host luncheon in Helena on September 17 attended by his co-workers, Mr. Fred Steele of Great Falls, members of the FAA's FSS and Tower; personnel from the Helena airport, Morrison and Maierle Architects Inc. of Helena, Wenzel and Company of Great Falls and the Montana Aeronautics Commission.

Wes stated that he, wife Ruth and daughter Margaret, have certainly enjoyed the past five years in Montana and expressed his pleasure that Montana will be in his area.

We sincerely wish the Pearsons the very best of everything in their new location.

FSS CHIEFS RECEIVE PROMOTIONS

Earl Morton, Chief of the Flight Service Station at Dillon and W. H. Chaves, Lewistown have received promotions to positions in the Evaluations Branch of the FAA's Central Region in Kansas City. The new positions will involve travel over a 12 state area, including Montana, determining the effectiveness of air traffic systems and their service to the flying public.

Mr. Morton assumed his new post on September 20th after being stationed in Dillon since 1961. Earl, a veteran of 9 years with the FAA, was a World War II Navy fighter



Earl Morton

pilot and has taken a major role in local air shows during his Montana stay. With Earl's flying experience he may well be able to alternate between pilot and observer while on the evaluation tours connected with his new duties.

As Earl's eldest daughter Kathy is married to a Grasshopper Valley rancher, the Mortons and their younger three children have an excellent reason to include Montana in their annual vacation plans.



W. H. Chaves

W. H. Chaves, Chief of Lewistown's FAA Flight Service Station since 1959, left Montana on September 21st to assume his new duties.

Mr. Chaves has been in Federal service for over 30 years, first with the United States Weather Bureau then, joining the FAA in 1939. During the past 26 years, W. H. has been stationed at Ontario, Arlington and Baker, Oregon

—Alaska—Whitehall and Lewistown, Montana.

W. H., a native of Oregon, attended schools there and received specialized training in the FAA's Pilot Weather Briefing, Management, Effective Writing and Radiological Monitor Courses.

The Chaves have a married daughter Sandra and a son Joseph who will enroll as a sophomore at Carroll College, in Helena, this fall.

Both men have been active in their local communities and have expressed their regret in leaving the state. As fishing and hunting are the favorite hobbies of Earl and W. H., we hope that they will return to Montana often for pleasure in addition to their scheduled evaluation tours.

STRATUS OVER MONTANA

by

Grayson Cordell, Aviation Forecaster
Great Falls, Montana

From mid-autumn through spring, stratus clouds with ceilings occasionally less than one thousand feet may be encountered at times over the Montana plains and in the valleys west of the Continental Divide. Stratus in the valleys east of the Continental Divide seldom occurs except in the open valleys adjacent to the plains. The formation and dissipation of stratus found over Montana is associated with the following three weather regimes:

The first regime is cold air trapped in closed valleys. Stratus in Western Montana valleys occurs after a cold spell that is followed by warmer air spreading over the state from the west. Warm air, being lighter than cold air, overrides and traps cold air in the valleys. Smoke and moisture are added to the stagnant cold air by combustion and industrial wastes, and evaporation from streams and lakes. In time the air becomes saturated and fog forms, lifting into stratus after several days. The stratus will remain until a cold front of sufficient intensity comes to scour the stagnant air out of the valleys. This type of stratus occurs in late fall and winter and can last for several weeks.

The second regime is upslope winds over the western plains. Stratus occurs with an upslope wind over the plains within 100 to 150 miles

of the mountains. A high pressure system will be located to the north of Montana with north-easterly winds blowing against the mountains. Since the plains slope upward toward the mountains, the air will be traveling uphill and, as a result, cooled due to the lift. If the air is sufficiently moist, stratus forms sometimes accompanied by light precipitation. The stratus normally persists only a day or two, until the wind changes direction. The presence of stratus, without a storm system located near Montana, is not a major precipitation producer.

The third regime is a stationary front across Montana. When a front becomes stationary from near Havre to east of Billings with cold air to the east of the front, a stationary high pressure system will be located over the eastern Dakotas or Manitoba with resulting upslope south-easterly winds east of the front. If the air is moist enough then stratus and fog will form east of the front and may be accompanied by drizzle or very light snow. This stratus will remain as long as the wind is south-east, usually less than a week.

Montana stratus may vary from a few hundred feet to several thousand feet thick. However, for instrument rated pilots, good "VFR on top" conditions frequently exist above the stratus, especially over the plains. Stratus ceilings are quite variable due to the variation of terrain. Daytime heating will cause ceilings to lift slightly, lowering again after sunset. Caution should be used in planning a VFR flight under a stratus deck, keeping in mind that the clouds may be topping hills along the flight path or shrouding the bases of mountains.

FEDERAL AVIATION AGENCY ITINERARY LISTING

Airport	Oct.	Nov.	Dec.
Bozeman, Gallatin Field)	.....	.....	16
Culbertson	6	.....	1
Glasgow	.....	17	.....
Glendive	20	.....	15
Great Falls (International)	7	4	9
Lewistown	27	.....	22
Miles City (Municipal)	.....	24	.....
Missoula	21	18	22
Sidney	.....	10	.....

NOTE: Provisions have been made to give private pilot written examinations ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

HELENA AIRPORT TERMINAL BUILDING BEING REMODELED

C. E. "Sandy" McPherson, Chairman of the City/County Airport Board reported that the contract for the remodeling of the Helena Airport Terminal Building was awarded by the Board to Johnston and Sharbono Contractors for \$45,736. The project will include an addition to the lobby, new interior, ceiling and flooring to the existing lobby; a baggage claim area; and floor-to-ceiling aluminum glass walls.



Terminal Lobby—start of remodeling project.

Financed by Northwest Airlines, Western Airlines, Hertz-Rent-A-Car and the Montana Aeronautics Commission, through its airport loan program, the improvement project will thoroughly enhance the effectiveness of the facilities of the terminal building.

Airport Manager, Hugh Kelleher, reports the two airlines are 2,491 passengers ahead of 1964 and air-freight is 20,000 pounds ahead of 1964.

WEST YELLOWSTONE REPORT as of August 31, 1965

Scheduled Services	Month	Year to date
Passengers (on and off)	3619	7958
Mail, Lbs.	1988	3309
Express, Lbs.	215	393
Airfreight, Lbs.	1809	5269

AIRCRAFT TRAFFIC MOVEMENTS

Scheduled Airlines	182	472
Private Aircraft	816	2406
Military Aircraft	6	26

PERIODIC INSPECTION REMINDER

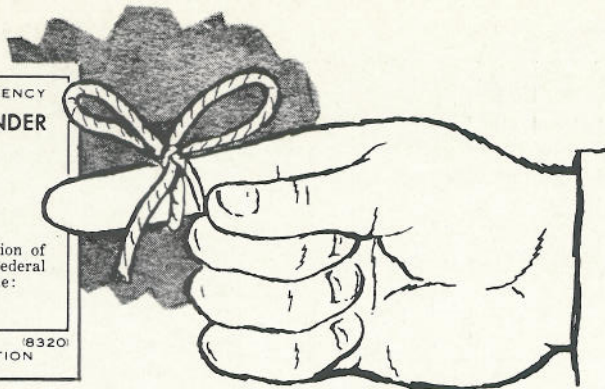
FEDERAL AVIATION AGENCY
INSPECTION REMINDER



The next periodic inspection of this aircraft required by Federal Aviation Regulations is due:

DATE _____

FAA Form 2912-2 - 65 (8320)
OBSOLETE PREVIOUS EDITION



THIS OR THIS

1. PURPOSE. To provide the aviation community with a uniform visual reminder of the date a periodic inspection becomes due. (Reference section 91.169(a)(1) of the Federal Aviation Regulations.)

2. CANCELLATION. Flight Standards Release No. 474, Periodic Inspection Indicator, is canceled.

3. DISTRIBUTION. This circular will be routinely distributed to all persons who have been placed on the mailing list to receive changes to Part 91 of the FAR. Additional copies may be obtained free of charge by requesting them from: Federal Aviation Agency AC No: AC 91-11 - EFFECTIVE: 8/10/65.

4. GENERAL. The Aviation community, which includes maintenance agencies, aircraft owners, and pilots, has expressed a desire for a visual type reminder of the date a periodic inspection becomes due. Accordingly, the Federal Aviation Agency has devised a visual inspection reminder for this purpose. Its application on all general aviation aircraft is recommended, but its use is not mandatory.

5. PROCEDURE. Normally, a periodic inspection reminder is issued at the time of airworthiness certification. To assist owners and operators who do not have an inspection reminder, we have asked the cooperation of authorized inspectors, repair stations to issue these reminders upon request. Thereafter, they may amend the date or issue a new reminder at the time they perform the periodic inspection.

To determine when the next periodic inspection becomes due, reference will be made to the aircraft records, and the date entered on the

inspection reminder accordingly. As an example, aircraft records may indicate that a periodic inspection was performed on June 1, 1965. The reminder should indicate that the next periodic inspection becomes due on July 1, 1966. The reminder should be so located on the aircraft that it will be conspicuous during pre-flight inspections.

Standardized use of the periodic inspection reminder, for which there is no charge, should minimize inadvertent operations of an aircraft contrary to periodic inspection time requirements. Lost or destroyed reminders may be replaced by contacting an inspection facility or an FAA inspector.

INCREASED INDUSTRY PARTICIPATION IN CERTIFICATION PROGRAMS APPROVED BY FAA

An expanded role for industry in the certification of aeronautical products has been approved by the Federal Aviation Agency in two separate but related rule making actions. Both new rules become effective on October 8.

The first of the new rules will permit FAA to delegate authority to qualified manufacturers for certification of helicopters and smaller turbine engines as well as parts for aeronautical products. This authorization will allow manufacturers to conduct certification programs for their products with a minimum of FAA participation.

In addition, the new rule places the responsibility for certification programs conducted under delega-

tion procedures directly upon the manufacturers instead of upon the Designated Manufacturer's Certification Representative (DMCR). The position of DMCR will be eliminated.

At present, delegation procedures are permitted in the certification of airplanes and gliders weighing less than 12,500 pounds, smaller piston engines, and propellers manufactured for use on these engines. These operations have been highly successful and have influenced the Agency's decision to extend similar privileges to manufacturers of rotorcraft, small turbine engines and parts for aircraft, engines and propellers.

The second of the new rules provides for the establishment of Designated Alteration Stations (DAS) by qualified manufacturers, air carriers, commercial operators of large aircraft, and domestic repair stations. These facilities will have delegated authority to (1) issue supplemental type certificates for type certificated products; (2) issue experimental airworthiness certificates for aircraft they have altered; and (3) amend standard airworthiness certificates for such aircraft.

Present regulations do not provide for a delegation of authority where approval of major alteration of products is involved. A repair station, for example, must apply to FAA for issuance of a supplemental type certificate for each major change in an aircraft type design not requiring a new type certificate. These procedures have resulted in delays in completing the work and incurred additional expenses on the parties involved.

LRCO FOR GLASGOW

Miles City FSS now controls a Remote Communications Site at Glasgow, Montana. Pilots should call on 122.1 MCS and receive on 122.2 MCS. Glasgow AFB VOR has no voice facilities.

This new facility should be functional for a radius of 50 miles of Glasgow. File or Close your flight plan, check weather, etc., by calling **MILES CITY RADIO**.

One reason that the big apples are on top of the basket is because a lot of little apples keep them up there.

BLOOD ALCOHOL CHART

SHOWING ESTIMATED % OF ALCOHOL IN THE BLOOD BY
NO. OF DRINKS IN RELATION TO BODY WEIGHT

DRINKS	1	2	3	4	5	6	7	8	9	10	11	12
BODY WT.												
100 lb.	.038	.075	.113	.150	.188	.225	.263	.300	.338	.375	.413	.450
120 lb.	.031	.063	.094	.125	.156	.188	.219	.250	.281	.313	.344	.375
140 lb.	.027	.054	.080	.107	.134	.161	.188	.214	.241	.268	.295	.321
160 lb.	.023	.047	.070	.094	.117	.141	.164	.188	.211	.234	.258	.281
180 lb.	.021	.042	.063	.083	.104	.125	.146	.167	.188	.208	.229	.250
200 lb.	.019	.038	.056	.075	.094	.113	.131	.150	.169	.188	.206	.225
220 lb.	.017	.034	.051	.068	.085	.102	.119	.136	.153	.170	.188	.205
240 lb.	.016	.031	.047	.063	.078	.094	.109	.125	.141	.156	.172	.188

HAS ALCOHOL AFFECTED YOUR FLYING ABILITY?

This can be determined by the % of alcohol in your blood. You can estimate your blood alcohol level by counting your drinks (1 drink equals 1 volume oz. of 100 proof alcohol or 1-12 oz. bottle of beer.

Use alcohol chart shown above—and under number of drinks and opposite your body weight find the % of blood-alcohol listed.

Subtract from this number the % of alcohol "burned up" during the time elapsed since your first drink.

Hours since 1st drink	1	2	3	4	5	6
SUBTRACT	.015%	.030%	.045%	.060%	.075%	.090%

The remainder is an estimate of the % of alcohol in your blood.

Example: 160 lb. man, 8 drinks in 6 hours—188% minus .090% = .098%

INTERPRETATION OF RESULTS

% OF BLOOD-ALCOHOL	INTOXICATED?	IF YOU FLY AN AIRPLANE
.000 to .040	YOU ARE NOT	USE EXTREME CAUTION
.040 and above	YOU MAY BE	DON'T—YOU'VE HAD IT

STAY ALIVE—DON'T DRINK AND FLY

FOR SALE: Fairchild 24-R-46—204 hours TT on 200 h.p. Ranger—Airframe 708 hours TT—Licensed in April for export—2 spare engines and parts: Contact: C. R. Anthony, 514 Hayes Ave., Helena, Montana.

FOR SALE: 1958 Cessna 180—0 hrs. SMOH—1500 hrs. TT—Full gyro panel—VHF-LF—Omni-Tinted Windshield—Brand new rubber all around—Metco Air Tips for exceptional low speed stability. One of the best 180s you will find. Price: \$8950. Contact: Cap Kramis, Days, 208-344-5131. Night: 208-343-1619, Boise, Idaho...

FOR SALE: 1954 PA-22—690 hrs. TT since new. 135 Lyc. engine—Full panel—Two-tone green—VHT—2 super homer and low freq. Price: \$3000. Contact: Loren Skaw, Box 194, Dutton. Phone 476-3447.

FOR SALE—Aeronca 7 AC—200 SMOH—Recent fabric, linen and ceconite—New Prop—Tinted Glass—Sensitive Altimeter—Turn and Bank—Aux. tanks, 23 gal. total. Goodyear wheels—Disc brakes—Fresh license. Call or write: John Stevens, Box 308, Twin Bridges, Montana. Phone: 684-5666, evenings.

FOR SALE: 1946 J-3 Cub, C65 engine—Metal spar—Licensed to April, 1966—Turn and Bank—Sensitive Altimeter. An inexpensive time-builder. Contact: Howard Olson, Box 848, Forsyth. Phone: 309 or 152.

FOR SALE: 1955—PA-22—150 Super Custom—Full panel, VHF, LF—Rotating beacon—Elec. compass—Wheel pants. Excellent condition with all ADs on A/C and engine. Price: \$4,200. Contact: Morrison Flying Service, Helena. Phone: 442-2190.

PN - 16 REPLACES PN - 13

PN - 13

The August issue of Civil Aeronautics Board's Newsletter announced that Public Notice 13 which delegated certain aircraft accident investigations to the Administrator of the Federal Aviation Agency was replaced with Public Notice 16 effective Aug. 30, 1965. All reports concerning accidents involving aircraft operated by air taxi companies and other commercial operators of small aircraft now must be filed directly with the CAB rather than with the Federal Aviation Agency.

It has been the practice of the CAB since December 31, 1958 to request the FAA to investigate non-fatal aircraft accidents involving light fixed-wing aircraft of less than 12,500 pounds gross weight. This included aircraft operated under Part 135 of the Federal Aviation Regulations "Air Taxi Operators and

Commercial Operators."

The recent increase in the number of operations conducted under the safety regulation provisions of Part 135 appears to merit special attention since this Part governs the operation of light aircraft in the carriage of persons or property for compensation or hire. Certain operations such as "Students instruction," "ferry or training flights," some "sightseeing flights," etc. are excluded from the coverage of this new Part of the Federal Aviation Regulations. Your attention is directed to Section 135.1 of Part 135 for details regarding applicability.

Investigation of non-fatal light aircraft accidents, other than those under Part 135, will continue under the Board's delegation of authority to the FAA while CAB will investigate all accidents in which fatal injuries occur, all accidents involving air carrier aircraft, all Part 135 accidents, Helicopters, and any other particular accident that circumstance and the public interest may require CAB to assume full investigative responsibility.

The determination of the cause of all U.S. civil aircraft accidents, including non-fatal light aircraft accidents under 12,500 pounds gross weight, remains the sole responsibility of the CAB.

The full text of Public Notice 16 is published here for the benefit of those who may not have access to a copy of the United States Federal Register.

CAB - PN NO. 16

Effective August 30, 1965

The developments in civil aviation since the issuance of Public Notice 13 requires the rescission of Public Notice PN 13. In lieu thereof the following is issued.

REQUEST TO THE ADMINISTRATOR OF THE FEDERAL AVIATION AGENCY TO INVESTIGATE CERTAIN AIRCRAFT ACCIDENTS FOR A TEMPORARY PERIOD

Acting pursuant to the authority vested in it by Title VII of the Federal Aviation Act of 1958, the Civil Aeronautics Board hereby requests the Administrator of the Federal Aviation Agency to exercise his authority subject to the terms, conditions, and limitations of Title VII, and as set forth below, to investigate the facts, conditions, and circumstances surrounding certain fixed-wing aircraft accidents and to submit a report to the Board from

which the Board may make a determination of the probable cause.

A. The authority which you are requested to exercise under Section 701(F) of the Federal Aviation Act of 1958, shall include the investigation of all civil aircraft accidents involving fixed-wing aircraft which have a certificated maximum gross take-off weight of 12,500 pounds or less except

1. Accidents in which fatal injuries have occurred to an occupant of such aircraft.

2. Accidents involving aircraft operated in accordance with the provisions of Part 135 of the Federal Aviation Regulations entitled "Air Taxi Operators and Commercial Operators of Small Aircraft."

3. Accidents involving aircraft operated by an air carrier authorized by certificate of public convenience and necessity to engage in air transportation in the State of Alaska.

4. Provided however, that this authority shall not be construed as authorization for the Administrator to hold public hearings or to determine the probable cause of the accident; and Provided further that the Administrator will report to the Board in a form acceptable to the Board the facts, conditions and circumstances surrounding each accident from which the Board may determine the probable cause.

B. If at any time the Board shall determine whether upon request of the Administrator or upon its own initiative that the circumstances of a particular accident being investigated by the Administrator pursuant to this request are of sufficient public interest, the Board may, upon written notice to the Administrator terminate this authority and assume full responsibility for the investigation of the accident in the same manner as an accident not covered by this report.

C. Invoking the provisions of Section 701(f) is necessary inasmuch as sufficient funds have not been made available to the Board to provide adequate facilities and personnel to investigate all accidents involving civil aircraft. This request therefore, is considered to be temporary in nature and may be modified or terminated by written notice to the Administrator.

TACT: The ability to hammer home a point without hitting the other fellow on the head.

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS STUDENT

Grossman, Dennis Carl—Ft. Benton
Watland, A. Joris—Livingston
Holdsworth, Thomas Lewis—Belgrade

Chrietzberg, Martin David—Great Falls

Steppeler, William Allen—Colorado Springs, Colo.

Kralich, Robert Joseph—Black Eagle
Willcox, Ray Otto—Milltown

Morton, Audrey Marken—Kalispell
Hansen, Patricia Dolores—Great Falls

Dodds, Ray—Great Falls
Murray, Donald George—Great Falls

Bergsieker, Joseph Ernest—Kalispell
Alt, Mary Emily—Livingston

Thibodeau, William Ray—Missoula
Kraabel, John Stanford—Missoula

Preston, Ronald Edmond—Missoula
Wermager, Brian Lynn—Fergus Falls, Minn.

Andrews, Gary Lee—Great Falls
Caffyn, Thomas Jessee—Great Falls

Marten, Roland Boyd—Big Sandy
Chuning, Gene Victor—Butte

Lake, Harvey Eugene—Dillon
Kolendich, Frank Joseph—Missoula

Richards, Wm. Harry—Conner
Tipp, Karen Gayle—Missoula

Fowler, Lorraine—Helena
Patterson, Robert Dean—Butte

Blake, David Mitchell—Great Falls
Shepherd, H. Edwin—Great Falls

Maki, Roger Lee—Belt
Thomsen, James Clifford—Culbertson

Taylor, Jeron—Glendive
Popp, James W.—Billings

Rundle, Steven Kent—Glasgow
Gray, Robert James—Ismay

Haigh, Larry N.—Wisconsin
Cotton, Marvel B.—Glasgow

Scheeler, Arnold R.—Silesia
Feller, Albert J.—Miles City

Freeland, Larry D.—Billings
Volbrecht, Joan F.—Sheridan, Wyo.

Long, Bryan B.—Buffalo, Wyo.
Esponda, John A. Jr.—Buffalo, Wyo.

Eggum, Jack M.—Glendive
Erickson, John R.—Billings

Sanders, Peter N.—Red Lodge
Gilskey, Dennis A.—Billings

Gilmore, Donald R.—Lewistown

Willis, James L.—Lewistown
Silverthorn, Chas. M.—Bozeman
Bluhm, Donald G.—Livingston

Smith, Loren D.—Cut Bank
Jones, Donald H.—Wise River

Straus, Donald V.—Butte
Moyle, Walter C.—Helena

Coon, Hollis E.—Butte
Dabner, Charles D.—Billings

Chadwick, Ronald H.—Billings
Chambers, Jerome B.—Billings

Derr, John H.—Billings
Schlagel, Gerald D.—Froid

Elliot, James D.—Miles City
Gustafson, Donald Oskar—Whitefish

Elliott, Henry Edwin—Dillon
Walker, Sherwood DeWitt—Dillon

Skaw, Glenn Raymond—Cut Bank
Kelley, Francis Joseph—Great Falls

Wegner, Robert William—Helena
Currie, James M.—Big Horn, Wyo.

Hagen, Dorothy M.—Sheridan, Wyo.
Moore, Willard L.—Powderville

Maxwell, Mary K.—Buffalo, Wyo.
Rogers, Charles J.—Buffalo, Wyo.

Herrod, Bron T.—Billings
Hafer, Ann N.—Billings

Hill, Jack A.—Winnett
Brown, Harlie L., Jr.—Casper, Wyo.

Baccari, Larry D.—Billings
Hunt, Linda P.—Powderville

Witte, Edith E.—Germany
McAlpine, Dell H.—Poplar

Moran, Chester F.—Columbus
Raymond, Robert C.—Miles City

PRIVATE

Shultz, James M.—Lewistown
Fraser, Carol L.—Lewistown

McCraken, Cresap S.—Great Falls
Poling, John S.—Glasgow

Logan, Ernest R.—Glasgow
Morehouse, Wallace D.—Glasgow

Mickelsen, Peter D.—Lewistown
Cardon, Vern R.—Missoula

Worrall, Gary Richard—Missoula
Gertzen, Joyce—Cut Bank

Hoffman, Verne Dudley—Fort
Smith, NWT, Canada

Pierce, Herbert Irwin III—Great
Falls

Gibbons, Walter Joseph—Eureka
McDaniel, Robert Norris—Bellflower,

Calif.
Carlson, Ernest Wayne—Choteau

Fredrickson, Clyde Harold Jr.—Mis-
soula

Mance, Milton Francis—Great Falls
Fisher, Herbert Bernard Jr.—Manhat-
tan

Radabah, Ronald Sidney—Kalispell
Mulford, John Lawrence—Lakeside

Watts, Robert Raphael—Bozeman
Olson, Lance Allen—Great Falls

ADVANCED AND SPECIALIZED
Clark, Edwin O.—Billings

Magill, Pearl J.—Glasgow
 Rogers, James C.—Tabor City, N.C.
 Hardy, Alfred E.—Plentywood
 Bassett, Wm. R.—Glasgow
 Powers, Gene A.—Sheridan, Wyo.
 Foos, Donald A.—Billings
 Anderson, Anne Ross—Minot, N. Dak.
 Jones, Warren Baxter—Harlowton
 Popp, Alex DeWayne—Park City
 Sperle, Jerald W.—Williston, N.D.
 Hansen, Arthur L.—Missoula
 Clairmont, Stephen A.—Missoula
 Klies, David I.—Missoula
 Bennett, David Wesley—Butte
 Walker, Darrell L.—LaGrande, Oregon
 Aldrich, Grover Bennett—Missoula
 Anderson, Gary Thomas—Missoula
 Conklin, Robert Paul—White Sulphur Springs
 Cyr, James Philip—Huson
 Henson, Gordon George—Black Eagle
 Nord, David Arnold—Pelican Rapids, Minn.

Coker, Stacy Armstrong—Sparta, N.C.
 Bethke, Floyd Loy—Missoula
 Black, Thomas Roy—Missoula
 Cone, Clancy Leigh—Burbank, Calif.
 Conrady, Douglas Lew—Anaconda
 Erickson, Richard C.—Decatur, Georgia
 Evensen, David Helmer—Fosston, Minn.
 Hanson, Lowell Albert—Mahnomen, Minn.
 Lewis, Kent—Missoula
 Henderson, Robert Charles—Missoula
 Kofford, Lawrence Clayton—Missoula
 Shaner, Douglas Forest—St. Bolivar, N.Y.
 Weyermann, Gary Lee—Missoula
 Pilgeram, Keith Wm.—Plains
 Yonce, David Ross—Missoula
 Arnold, David Lawrence—Phoenix, Arizona
 Pittman, Phillip Jordan—Hugo, Okla.

Fleming, Robert Inglis, Jr.—Great Falls
 Schroeder, Thomas William—Missoula
 Blaine, James Edward—Rathdrum, Idaho
 Lueck, Robert John—Missoula
 Hansen, Arthur Lloyd—Missoula
 Johns, Charles Michael—Missoula
 Verbael, Russell Dale—Dutton
 Jones, Roger Edward—Helena
 Read, Stanely Gordon—Missoula
 Bonham, Arthur—Spokane, Wash.
 Komberec, Richard Charles—Drummond
 Addison, Verl W.—Powell, Wyo.

OPTIMIST: A woman who starts hunting for her shoes when the speaker says—"and in conclusion. . . ."

TRUE GENTELMAN: One who never strikes a woman—without provocation.

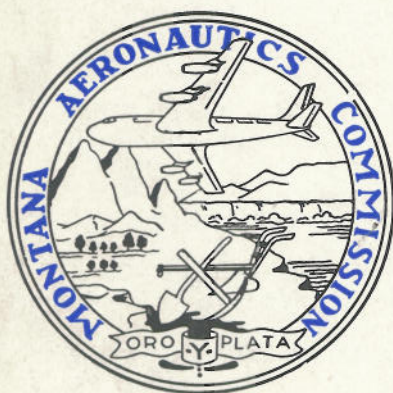
MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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OCTOBER, 1965